2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 124

City of Portsmouth

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						City of Portsm	iouth								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle	ruck e 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
George Washington Hw	0.15	30000	F	91%	1%	NCL Chesapea 4% 1%	3%	0%	F	0.093	F	0.668	30000	F	2003
				To: From:		SR 239 Victory	Blvd	-							
17 George Washington Hw	0.42	23000	F	91%	1%	4% 1%	3%	0%	F	0.084	F	0.614	23000	F	2003
~				To		Davis St		-							
George Washington Hw	0.52	23000	F	91%	1%	4% 1%	3%	0%	F	0.085	F	0.625	23000	F	2003
~				From:		124-8540 Greenw		-							
17 George Washington Hw	0.31	27000	F	91%	1%	4% 1%	3%	0%	F	0.085	F	0.64	27000	F	2003
~				To: From:	CD	SR 141, Frederick 141 George Washi									
17 Frederick Blvd	0.70	13000	F	91%	1%	4% 1%	3%	0%	F	0.084	F	0.58	13000	F	2003
17) Tradanak Bira	0.70		•		170				•	0.001	•	0.00	10000	•	2000
- Francisco Divid	0.00	45000	_	From:	40/	SR 337 Portsmout			_	0.000	_	0.05	45000		2000
17 Frederick Blvd	0.09	15000	F	91%	1%	4% 1%	3%	0%	F	0.099	F	0.65	15000	F	2003
				From:		124-8547 Deep Cre									
17 Frederick Blvd	0.53	20000	F	91%	1%	4% 1%	3%	0%	F	0.092	F	0.669	20000	F	2003
~				To: From:		I-264		F							
17 Frederick Blvd	0.35	39000	F	93%	0%	1% 3%	2%	0%	С	0.075	F	0.537	40000	F	2003
<i></i>				To:		ALT SD 227 Turns	silco D.d	<u> </u>							
17 Frederick Blvd	0.51	25000	F	98%	0%	ALT SR 337 Turnj 1% 0%	0%	0%	F	0.077	F	0.594	26000	F	2003
17) Frederick Blvd	0.51	23000	•	30 /0	0 70			0 70	'	0.011	'	0.554	20000	•	2000
~				From:		US 58 Airline I									
17) Frederick Blvd	0.16	19000	F	98%	0%	1% 0%	0%	0%	F	0.078	F	0.537	20000	F	2003
~				To:		124-8758 High									
17 High St	0.18	34000	F	98%	0%	124-8758, Frederic	0%	0%	F	0.089	F	0.789	35000	F	2003
17) High St	0.16	34000	Г	90%	0%	176 076	0%	0%	Г	0.069	Г	0.769	33000	Г	2003
				From:		4-8536 Western Br		-							
₁₇ } High St	2.24	39000	F	98%	0%	1% 0%	0%	0%	F	0.087	F	0.658	40000	F	2003
~				To: From:		124-8525 Cedar	Lane	-							
17 High St	0.93	31000	F	98%	0%	1% 0%	0%	0%	F	0.084	F	0.611	32000	F	2003
→				To: From:		124-8528 Churchla	nd Blvd								
17 High St	0.21	22000	F	98%	0%	1% 0%	0%	0%	F	0.084	F	0.612	22000	F	2003
17)	0.21		•		070			070	•	0.001	•	0.012	22000	•	2000
~~~	0.00			From:	00/	124-8532 Tyre Ne				0.005		0.500	00000		
Western Branch Blvd	0.22	22000	F	98% To:	0%	1% 0%	0%	0%	F	0.085	F	0.539	23000	F	2003
						ECL Chesapea									
~~ <u>-</u>			_	From:		ECL Chesapea			_		_			_	
58 Airline Blvd	0.29	13000	F	96%	1%	1% 0%	1%	0%	F	0.091	F	0.593	14000	F	2003
				To: From:		Greenwood I	)r								
58 Airline Blvd	0.20	14000	F	96%	1%	1% 0%	1%	0%	F	0.09	F	0.561	15000	F	2003
~ <u></u>				To:		Elmhurst Lar	ne.								
58 Airline Blvd	1.30	10000	F	96%	1%	1% 0%	1%	0%	F	0.086	F	0.578	11000	F	2003
30)				т											
58 Airline Blvd	0.20	14000	F	From:	1%	SR 239 Victory		00/	F	0.00	F	0.612	15000		2003
58 Airline Blvd	0.28	14000	Г	96%	170	1% 0%	1%	0%	Г	0.09	Г	0.612	13000	F	2003
~~~				From:		SR 337 Portsmout									
58 Airline Blvd	1.40	18000	F	96%	1%	1% 0%	1%	0%	F	0.084	F	0.593	19000	F	2003
~				To: From:		US 17 Frederick	Blvd								
58 Airline Blvd	0.19	19000	F	94%	1%	2% 1%	3%	0%	F	0.083	F	0.651	20000	F	2003
				To		High St		 1							
58 Martin Luther King Free	0.72	23000	F	94%	1%	2% 1%	3%	0%	F	0.086	F	0.678	25000	F	2003
58 Martin Luther King Free	0.12	2000	•	J -1 /0	1 /0			U /0	ı.	0.000	'	0.070	20000	1	2000
~~	_		_	From:		SR 141; London			_						
58 Martin Luther King Free	0.77	24000	G	94%	1%	2% 1%	3%	0%	С	NA			26000	G	2003
~				To: From:		Cleveland S	t]-							
58 Martin Luther King Free	1.16	51000	G	94%	1%	2% 1%	3%	0%	F	NA			54000	G	2003

						City of	Portsmo	uth								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				-												
141 George Washin	gton Hw 0.36	20000	F	95%	0%	US 17 F 0%	rederick E 1%	3%	0%	F	0.089	F	0.707	22000	F	2003
$\frac{\sim}{\sim}$				To: From:		SR 33	7 Elm Av									
(141) George Washin	gton Hw 0.48	16000	F	95%	0%	0%	1%	3%	0%	F	0.079	F	0.712	18000	F	2003
$\frac{\smile}{-}$				To: From:		Portsr	nouth Blv		-							
(141) Effingham St	0.76	26000	F	93%	1%	2%	2%	2%	0%	С	0.084	F	0.633	29000	F	2003
$\stackrel{\smile}{=}$				To:			I-264									
₁₄₁)Effingham St	0.18	33000	F	95%	0%	0%	1%	3%	0%	F	0.067	F	0.622	36000	F	2003
$\stackrel{\smile}{=}$				To: From:		Se	outh St									
₁₄₁)Effingham St	0.25	25000	F	98%	1%	0%	0%	1%	0%	F	0.07	F	0.533	28000	F	2003
				To: From:		F	ligh St		-							
141) Effingham St	0.06	21000	F	98%	1%	0%	0%	1%	0%	F	0.071	F	0.524	23000	F	2003
				To: From:			don Blvd									
141 London Blvd	0.33	21000	F	98%	1%	0%	ngham St 0%	1%	0%	F	0.084	F	0.712	23000	F	2003
141 London Biva	0.33	21000		JU /0	1 /0			1 /0	J /0	1	0.004	'	0.112	25000	'	2003
141 London Blvd	0.83	24000	F	From: 98%	1%	0%	m Ave	1%	0%	С	0.088	F	0.726	26000	F	2003
141 London Biva	0.63	24000	Г	90 70 To:	1 70		ing Freew		070	C	0.000	Г	0.720	20000	Г	2003
				From:			L Suffolk	шу								
164) Western Freew	ay 0.88	32000	F	94%	0%	1%	2%	3%	0%	С	0.091	F	0.51	36000	F	2003
104)	.,	02000	-	Tai							0.00	•	0.0.	00000	•	
164) Western Freew	ay 4.07	22000	Α	From: 95%	0%	0%	e Point Ro	3%	0%	С	0.099	Α	0.604	25000	Α	2003
164 Western Freewo	ay 4.07	22000	^	93 /6 To:		End of We				C	0.099	^	0.004	23000	^	2003
				From:	Lust				,0							
239 Victory Blvd	0.22	7200	F	96%	1%	SR 337 Pc	1%	1%	0%	F	0.097	F	0.611	7900	F	2003
239 Victory Blvd	0.22	7200	•	30 /0	1 70				0 70	'	0.037	'	0.011	7 300	'	2003
Viotory Plyd	0.33	24000	F	From: 96%	1%		Airline Bl	vd 1%	00/	Е	0.007	F	0.550	26000	F	2002
239 Victory Blvd	0.33	24000	Г	90%	170	1%	1%	170	0%	F	0.087	Г	0.559	26000	Г	2003
	0.50			From:	40/		I-264	40/			0.005		0.50	00000		0000
239 Victory Blvd	0.59	23000	F	96%	1%	1%	1%	1%	0%	С	0.085	F	0.52	26000	F	2003
				From:			nwood Dr									
239 Victory Blvd	1.08	16000	F	96%	1%	1%	1%	1%	0%	F	0.085	F	0.572	18000	F	2003
<u> </u>				From:		Deep	Creek Blv	d								
₂₃₉)Victory Blvd	0.44	16000	F	92%	0%	2%	2%	3%	0%	F	0.087	F	0.631	18000	F	2003
				To: From:	US	17 George	e Washing	ton Hwy								
239 Victory Blvd	0.42	12000	G	92%	0%	2%	2%	3%	0%	С	NA			13000	G	2003
				To		Fr	ailey Pl		1							
239 Victory Blvd	0.83	6600	F	93%	0%	1%	3%	3%	0%	С	0.154	F	0.862	7200	F	2003
239)				To:												
239 Victory Blvd	0.55	6300	F	92%	0%	2%	on Pkwy 2%	3%	0%	F	0.155	F	0.889	6900	F	2003
239) 1101019 1110	0.00	5500	•	To:	J /0		7 Elm Av		J /0	'	0.100	•	0.000	5500	•	2000
East				From:			Portsmout		1							
<u>East</u> 264)	0.23	24000	F	94%	0%	2%	1%	3%	0%	F	0.125	F		26000	F	2003
	onbined Traffic:		F	94%	0%	1%	1%	3%	0%	, F	NA	•		53000	F	_000
	ombined Haille.	-5000	_ '	_{To} .	J /0				- 70 -	'						
				From:		Green	wood Driv									
East 264	1.29	23000	F	94%	0%	2%	1%	3%	0%	F	0.131	F		25000	F	2003
East 264	1.29 Combined Traffic:		F F		0% 0%	2% 1%	1% 1%	3% 3%	0% 0%	F F	0.131 NA	F		25000 51000	F F	2003
East 264				94% 94%		1%		3%				F				2003
East 264	Combined Traffic:	47000	F	94% 94%	0%	1% SR 239	1% Victory B	3% lvd	0%	F	NA			51000	F	
East 264 C		47000 30000		94% 94%		1%	1%	3%				F A B	0.523			2003

						City of	Portsmo	outh								
Route	Lengtl	n AADT	QA	4Tire	Bus		TrıTrı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				From:		CD 227 D	lastana avela	Dlvd	1							
264)	0.72	31000	F	94%	0%	2%	ortsmouth 1%	3%	0%	F	0.101	F		34000	F	2003
204	Combined Traffic		F	94%	0%	1%	1%	3%	0%	F	NA	·		66000	F	2000
			-	To:			Frederick E			-					•	
East			_	From:	201				20/	_		_			_	
264	0.99	40000	F	94%	0%	2%	1%	3%	0%	F	0.098	F		43000	F -	2003
	Combined Traffic	: 75000	F	94%	0%	1%	1%	3%	0%	F	NA			81000	F	
East				From:		Deep	Creek Blv	'd								
264)	0.67	40000	F	94%	0%	2%	1%	3%	0%	F	0.085	F		44000	F	2003
	Combined Traffic	72000	F	94%	0%	1%	1%	3%	0%	F	NA			78000	F	
East				To: From:		SR 141	Effinghan	n St	-							
East (264)	0.87	34000	G	94%	0%	2%	1%	3%	0%	F	NA			36000	G	2003
204)	Combined Traffic	: 65000	G	94%	0%	1%	1%	3%	0%	F	NA			71000	G	
				To:		WC	L Norfolk									
West				From:		WCL	Portsmout	th								
264)	0.61	25000	F	94%	0%	1%	1%	3%	0%	F	0.117	F		27000	F	2003
	Combined Traffic	49000	F	94%	0%	1%	1%	3%	0%	F	NA			53000	F	
West				To: From:		Green	nwood Driv	/e								
West 264	1.34	24000	F	94%	0%	1%	1%	3%	0%	F	0.119	F		26000	F	2003
204)	Combined Traffic		F	94%	0%	1%	1%	3%	0%	F	NA	•		51000	F	
			-	To:			Victory B			-					•	
West				From:	201		•		20/	_						
264	0.75	29000	A	94%	0%	1%	1%	3%	0%	С	0.126	Α		32000	A	2003
	Combined Traffic	: 60000	Α	94%	0%	1%	1%	3%	0%	С	NA			65000	Α	
West				From:		SR 337 P	ortsmouth	Blvd								
264)	0.84	30000	F	94%	0%	1%	1%	3%	0%	F	0.107	F		33000	F	2003
	Combined Traffic	: 61000	F	94%	0%	1%	1%	3%	0%	F	NA			66000	F	
West				To: From:		US 17 I	Frederick F	Blvd	-							
264)	0.55	35000	F	94%	0%	1%	1%	3%	0%	F	0.105	F		38000	F	2003
204)	Combined Traffic	75000	F	94%	0%	1%	1%	3%	0%	F	NA			81000	F	
				To		Deen	Creek Blv	rd	1							
West	1 17	22000	_	From:	00/	•			00/	_	0.402	_		25000	_	2002
264	1.17 Combined Traffic	32000 : 72000	F F	94% 94%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.103	F		35000 78000	F F	2003
	Combined Trainic	. /2000	г	94%	U%				U%	Г	NA			70000	Г	
West				From:			Effinghan									
264	0.45	32000	G	94%	0%	1%	1%	3%	0%	F	NA			34000	G	2003
	Combined Traffic	: 65000	G	94%	0%	1%	1%	3%	0%	F	NA			71000	G	
				To:			L Norfolk									
Dortomouth 5	alva 0.24	20000	F	From:	10/		Chesapeak		00/	F	0.007	г	0.507	22000	_	2002
Portsmouth E	3lvd 0.34	29000	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.597	32000	F	2003
Dorton suit 5	0 00	25000		From:	40/		ges Ferry R		00/		0.004		0.577	27000		2002
Portsmouth E	3lvd 0.60	25000	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.577	27000	F	2003
	N			From:	101		hurst Lane				0.000	_	0.04=	00000		0000
937 Portsmouth E	3lvd 1.17	27000	F	98%	1%	1%	0%	0%	0%	С	0.089	F	0.615	30000	F	2003
	N. 1			From:			Victory B				0.05:	_	0.05-			0000
Portsmouth E	3lvd 0.23	20000	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.638	22000	F	2003
			_	From:			US 460 Ai					_		,		
Portsmouth E	3lvd 0.10	17000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.589	18000	F	2003
				From:			337 Turnpi	ke Rd	-							
(337) Portsmouth E	3lvd 0.15	14000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.66	15000	F	2003
\sim				To: From:			I-264									
(337) Portsmouth E	3lvd 0.22	9600	F	96%	1%	1%	0%	1%	0%	F	0.087	F	0.575	10000	F	2003
				To:		N	Main St									

						City of Po	JITSTITOU	iui								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth																
Doubour outle Dlud	0.40	0000		From:	40/		JS 460	40/	00/	N.	0.007	N.	0.575	40000	N	2002
937 Portsmouth Blvd	0.12	9600	N	96%	1%	1%	0%	1%	0%	N	0.087	N	0.575	10000	N	2003
				To: From:		Ma	in St									
337)Portsmouth Blvd	0.94	11000	F	96%	1%	1%	0%	1%	0%	F	0.092	F	0.584	12000	F	2003
				To-		Deen Cr	eek Blvd		L							
337) Portsmouth Blvd	0.17	7100	F	96%	1%	1%	0%	1%	0%	F	0.097	F	0.661	7800	F	2003
307)				To:												
Portomouth Plyd	0.70	7100	F	96%	1%	ALT US 17 I		1%	0%	C	0 110	F	0.640	7700	F	2003
Portsmouth Blvd	0.79	7100	Г	90% To:	170	1%	0% Elm Ave	170	0%	С	0.118	Г	0.649	7700	Г	2003
				From:		US 17 Ports		lvd	 							
337) Elm Ave	0.32	6100	F	96%	1%	1%	0%	1%	0%	F	0.103	F	0.564	6700	F	2003
337)=	0.02	0.00	•							•	000	•	0.00	0.00	•	
				From:		George Wash				_	0.440	_				
Elm Ave	0.72	8200	F	96%	1%	1%	0%	1%	0%	F	0.113	F	0.653	9000	F	2003
<u> </u>				To:		SR 239 V	ictory Blv	'd	-							
337) Elm Ave	0.23	8900	F	96%	1%	1%	0%	1%	0%	F	0.103	F	0.601	9700	F	2003
				To		Burtons										
337 Elm Ave	0.32	7100	F	From: 96%	1%	1%	Point Rd 0%	1%	0%	F	0.117	F	0.679	7700	F	2003
337 Elm Ave	0.32	7 100	Г	90 76 To:	1 70				0%	F	0.117	Г	0.079	7700	Г	2003
							nesapeake									
ALT				From:		SR 337 Port						_			_	
337) Turnpike Rd	1.05	6400	F	89%	1%	1%	2%	6%	0%	F	0.083	F	0.548	7000	F	2003
				To		US 17 Fre	derick Blv	vd								
ALT			_	From:	40/				201	_		_	-	4.4000	_	
Turnpike Rd	0.30	13000	F	89%	1%	1%	2%	6%	0%	F	0.081	F	0.617	14000	F	2003
ALT.				To: From:		How	ard St		-							
ALT Turnnika Dd	0.54	0000	_		10/	10/	20/	60/	00/	_	0.001	_	0.600	10000	_	2002
Turnpike Rd	0.54	9600	F	89% To:	1%	1%	2%	6%	0%	С	0.081	F	0.608	10000	F	2003
ALT.				From:			or Dr ell Ave									
ALT 337 Harbor Dr	0.05	3900	F	89%	1%	1%	2%	6%	0%	F	0.091	F	0.526	4300	F	2003
Harbor Dr	0.00	5500	•	00 70	1 70	1 70	270	070	070	'	0.001	•	0.520	4000	•	2000
ALT				From:		Cou	nty St		_							
337 Harbor Dr	0.35	3500	F	89%	1%	1%	2%	6%	0%	F	0.088	F	0.666	3900	F	2003
337)	0.00		-	To:	.,,		5 58	0,0		•	0.000	-	0.000	0000	•	
				From:												
ALT Airling Plyd	0.20	42000	_		10/		esapeake		00/	_	0.001	_	0.502	14000	_	2002
460 58 Airline Blvd	0.29	13000	F	96%	1%	1%	0%	1%	0%	F	0.091	F	0.593	14000	F	2003
ALT				To: From:		Greenv	vood Dr									
~~ ~~	0.20	14000	F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.561	15000	F	2003
460 58 Airline Blvd	0.20	1-1000	•	JU /0	1 /0			1 /0	J /0	'	0.08	'	0.501	13000	•	2003
ALT				From:		Elmhu	rst Lane									
460 58 Airline Blvd	1.30	10000	F	96%	1%	1%	0%	1%	0%	F	0.086	F	0.578	11000	F	2003
			-	- F						-		-			•	_300
ALT				From:		VICTOR	Y BLVD)								
460) (58) Airline Blvd	0.28	14000	F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.612	15000	F	2003
ALT				From:		US 58,	SR 337									_
460 337 Portsmouth Blvd	0.10	17000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.589	18000	F	2003
			_	To: From:		ALT SR 337	Turnnil	- Rd	<u> </u>							
ALT																· <u>—</u>
460 337 Portsmouth Blvd	0.15	14000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.66	15000	F	2003
~~				To: From:		J-3	264		<u> </u>							
ALT.			_		401			401	621	_	0.05=	_		400	_	
		~~~	F	96%	1%	1%	0%	1%	0%	F	0.087	F	0.575	10000	F	2003
ALT 460 337 Portsmouth Blvd	0.22	9600	-													
Portsmouth Blvd	0.22	9600	•	To:		RT 337	& I-264		<del></del>							
460 (337) Portsmouth Blvd		9600		From:			& I-264				ti	41 .				
460) (337) Portsmouth Blvd  ALT 460) (264)	0.72					e I-264 for	direction					or this	segment			
460 (337) Portsmouth Blvd	0.72		F	From: 94%	Se 0%		direction	3%	ffic volui	me es	timates fo	or this	segment	t. 66000	F	

						City of Portsmo	u (i i								
Route	Lengt	th <b>AAD</b> 1	- QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth															
ALT				From:		US 17 Frederick B									
160 (264)	0.99				Se	e I-264 for direct	onal tra	ffic volu	ıme es	timates f	or this	segment.			
~ _	Combined Traffi	c: <b>75000</b>	) F	94%	0%	1% 1%	3%	0%	F	NA			81000	F	
				To: From:		Deep Creek Blv	i	- 1							
ALT	0.0	,		FIOIII.	0-			cc: l		··	41- ! -				
160 264	0.67		_			e I-264 for direct					or this	segment.		_	
	Combined Traffi	c: <b>7200</b> 0	) F	94%	0%	1% 1%	3%	0%	F	NA			78000	F	
u T				From:		SR 141 Effingham	St	-							
ALT	0.87	,			90	e I-264 for direct	on al tra	ffic volu	ıma ac	timatae f	or thic	coamont			
160 (264)	Combined Traffi			94%					F		OI IIIIS	segment.	74000	_	
	Combined Hairi	C. <b>63000</b>	) G	94 % To:	0%	1% 1% WCL Norfolk	3%	0%	Г	NA			71000	G	
<u> </u>			_	From:		Mt Vernon Ave					_			_	
1 ) Bayview Blvd	0.21	14000	) F	91%	1%	1% 1%	7%	0%	С	0.093	F	0.688	15000	F	2003
				To:		Chautauqua Ave		!							
_				From:		124-8525 River Shor	e Rd								
₅₁₆ Cedar Lane	0.42	550	F							0.127	F	0.820	600	F	2003
				To-		Dead End									
				From:		ECL Suffolk		Ī							
520) Town Point R	d 0.71	11000	) F	98%	1%	1% 0%	0%	0%	F	0.084	F	0.595	12000	F	2003
				т											
Tourn Doint D	d 0.13	27000		From:	10/	Twin Pines Rd	00/	00/		0.002		0.501	20000	г	2002
520) Town Point R	d 0.13	27000	) F	98%	1%	1% 0%	0%	0%	С	0.083	F	0.591	30000	F	2003
				From:		SR 164 Western F	wy								
520) Town Point R	d 0.31	22000	) F	97%	0%	1% 1%	1%	0%	С	0.086	F	0.536	25000	F	2003
				To:		NCL Chesapeak	2								
				From:		Elm Ave									
Portsmouth B	lvd 0.34	5600	F	99%	0%	1% 0%	0%	0%	F	0.134	F	0.847	6100	F	2003
322)			-						-		-			•	
<u> </u>			_	From:		Effingham St	201		_						
Portsmouth B	lvd 0.55	4700	F	99%	0%	1% 0%	0%	0%	С	0.124	F	0.868	5200	F	2003
				To:		Portcenter Pkwy	'								
				From:		Town Point Rd									
523) Twin Pines R	d 0.90	9700	F	98%	1%	0% 0%	0%	0%	С	0.1	F	0.565	11000	F	2003
				To:		Swannanoa Dr									
523) Twin Pines R	d 0.63	3700	F	98%	1%	0% 0%	0%	0%	F	0.099	F	0.546	4100	F	2003
523) 1 WIII 1 IIICO 1 C	u 0.00	0,00	•	To:	170	Hedgerow Cir	0 70	070	•	0.000	•	0.040	4100	•	2000
				From:		Twin Pines Rd									
523) Hedgerow Ln	0.28	1500	F	98%	1%	0% 0%	0%	0%	F	0.120	F	0.577	1600	F	2003
323)				To:		River Shore Rd									
				From:			_								
Churchland B	lvd 0.00	16000			10/	WCL Chesapeak		0%	_	0.003	_	0.571	17000	_	2003
524 Churchland B	lvd 0.09	16000	) F	99% To:	1%	0% 0%	0%	0%	F	0.093	F	0.571	17000	F	2003
				From:		West Norfolk R Churchland Blvo									
W Norfolk Rd	0.11	3600	F	99%	1%	0% 0%	0%	0%	F	0.104	F	0.507	3900	F	2003
VV NOTTOLK RO	0.11	5000	•	30 /0	1 /0		J /0	J /0	•	5.104	•	0.001	3000	•	2000
			_	From:	401	Tyre Neck Rd	601	601		0.15=		0 ===	0=0=	_	
₅₂₄ ) W Norfolk Rd	1.05	5900	F	99%	1%	0% 0%	0%	0%	С	0.105	F	0.553	6500	F	2003
				To: From:		Cedar Ln									
524) W Norfolk Rd	1.47	5400	F	99%	1%	0% 0%	0%	0%	F	0.101	F	0.616	5900	F	2003
				Ter											
W Newfell De	0.40	252	_	From:	40/	SR 164 Western F		00/	_	0.404	г	0.500	200	г	2000
₅₂₄ ) W Norfolk Rd	0.46	350	F	99% To:	1%	0% 0%	0%	0%	F	0.134	F	0.532	380	F	2003
				10.		Broadway St									
				From:		Feudist Drive									
525) Sterling Pt	0.38	1500	F	98%	1%	1% 0%	0%	0%	F	0.083	F	0.587	1700	F	2003
				To-		High Street									
				From:		High St									
	1.18	12000	) F	98%	1%	1% 0%	0%	0%	С	0.1	F	0.666	13000	F	2003
S525) Cedar La	1.10			To:		West Norfolk R									

Chestasqua Ave							City of PortSiriot	וווג								
Western   Description   Western   Description   Western   Description	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Ceder Ln   0.35   14000   F   88%   1%   1%   0%   0%   0%   0%   0%   0	City of Portsmouth															
SR 164 Wester Present   SR 1	Cadanla	0.05	44000	_		40/		00/	00/	_	0.444	_	0.040	45000	_	2002
Second   Carl	8525 Cedar Ln	0.35	14000	F	98%	1%	1% 0%	0%	0%	F	0.114	F	0.649	15000	F	2003
River Shore Rd	<u> </u>															
River Shore Rd	(8525) Cedar Ln	0.35	10000	F	_	1%		0%	0%	F	0.112	F	0.514	11000	F	2003
River Shore Rd 0.11 8100 F 98% 1% 1% 1% 0% 0% 0% F 0.103 F 0.609 8900 F 2003 Rd 200 River Shore Rd 0.85 3500 F 98% 1% 1% 1% 0% 0% 0% 0% F 0.092 F 0.545 3800 F 2003 Rd 2003 River Shore Rd 0.85 3500 F 93% 1% 1% 1% 0% 0% 0% 0% F 0.092 F 0.545 3800 F 2003 Rd	<u> </u>															
Chautauqua Ave   0.58   3500   F   95%   1%   1%   0%   0%   0%   0%   0%   0	Diver Chara Dd	0.11	0400	_		10/		00/	00/	_	0.402	_	0.600	0000	_	2000
River Shore Rd	8525) RIVER STIDLE RU	0.11	0100	Г	90%	170	1% 0%	0%	0%	Г	0.103	Г	0.609	6900	Г	2003
Chautauqua Ave 0.58 4900 F 93% 196 196 196 196 096 F 0.104 F 0.683 5400 F 2003  Chautauqua Ave 0.12 13000 F 93% 196 196 196 496 096 C 0.084 F 0.608 14000 F 2003  SSSS Chautauqua Ave 0.14 13000 F 93% 196 196 196 496 096 F 0.101 F 0.569 14000 F 2003  Chaltauqua Ave 0.26 15000 F 93% 196 196 196 496 096 F 0.101 F 0.718 17000 F 2003  Chaltauqua Ave 0.26 15000 F 93% 196 196 196 196 196 196 196 196 196 196	8525) River Shore Rd	0.85	3500	F	98%	1%	1% 0%	0%	0%	F	0.092	F	0.545	3800	F	2003
Chautauqua Ave 0.58 4900 F 93% 1% 1% 1% 4% 0% F 0.104 F 0.693 5400 F 2003  Chautauqua Ave 0.12 13000 F 93% 1% 1% 1% 4% 0% C 0.084 F 0.608 14000 F 2003  Chautauqua Ave 0.14 13000 F 93% 1% 1% 1% 4% 0% F 0.09 F 0.569 14000 F 2003  Chautauqua Ave 0.14 13000 F 93% 1% 1% 1% 4% 0% F 0.101 F 0.718 17000 F 2003  Chautauqua Ave 0.26 15000 F 93% 1% 1% 1% 4% 0% F 0.09 F 0.569 14000 F 2003  Chautauqua Ave 0.27 12000 F 98% 0% 1% 0% 0% 0% 0% F 0.093 F 0.559 13000 F 2003  Churchland Blvd 0.13 12000 F 98% 0% 1% 0% 0% 0% 0% F 0.093 F 0.559 13000 F 2003  Churchland Blvd 0.27 12000 F 98% 0% 1% 0% 0% 0% 0% F 0.093 F 0.559 13000 F 2003  Churchland Blvd 0.27 12000 F 98% 0% 0% 0% 0% 0% 0% F 0.093 F 0.559 13000 F 2003  Churchland Blvd 0.27 12000 F 98% 0% 0% 0% 0% 0% 0% F 0.093 F 0.559 13000 F 2003  Churchland Blvd 0.28 11000 F 99% 0% 0% 0% 0% 0% 0% F 0.093 F 0.559 13000 F 2003  Churchland Blvd 0.28 11000 F 99% 0% 0% 0% 0% 0% 0% F 0.093 F 0.559 13000 F 2003  Churchland Blvd 0.28 11000 F 99% 0% 0% 0% 0% 0% 0% F 0.095 F 0.519 3600 F 2003  Churchland Blvd 0.28 11000 F 99% 0% 0% 0% 0% 0% 0% F 0.095 F 0.533 12000 F 2003  Churchland Blvd 0.58 8100 F 99% 0% 0% 0% 0% 0% 0% F 0.095 F 0.519 3600 F 2003  Churchland Blvd 0.58 8100 F 99% 0% 0% 0% 0% 0% 0% F 0.095 F 0.585 8800 F 2003  Churchland Blvd 0.58 8100 F 99% 0% 0% 0% 0% 0% 0% F 0.095 F 0.585 8800 F 2003  Churchland Blvd 0.58 8100 F 99% 1% 1% 1% 0% 0% 0% 0% F 0.096 F 0.581 3700 F 2003  Churchland Blvd 0.58 8100 F 99% 1% 1% 0% 0% 0% 0% F 0.096 F 0.581 4500 F 2003  Churchland Blvd 0.58 8100 F 99% 1% 1% 0% 0% 0% 0% F 0.098 F 0.581 3700 F 2003  Churchland Blvd 0.58 8100 F 99% 1% 1% 0% 0% 0% 0% F 0.098 F 0.581 3700 F 2003  Churchland Blvd 0.58 8100 F 99% 1% 1% 0% 0% 0% 0% F 0.098 F 0.581 3700 F 2003  Churchland Blvd 0.58 8100 F 99% 1% 1% 0% 0% 0% 0% F 0.098 F 0.581 3700 F 2003  Churchland Blvd 0.58 8100 F 99% 1% 1% 0% 0% 0% 0% F 0.098 F 0.581 3700 F 2003  Churchland Blvd 0.58 8100 F 99% 1% 1% 1% 0% 0% 0% F 0.098 F 0.581 3700 F 2003  Churchland Blvd 0.58 8100 F 99% 1% 1% 1% 0% 0% 0% 0% F 0.098 F 0.5					To:		Hedgerow La									
Chautauqua Ave 0.12 13000 F 93% 1% 1% 1% 4% 0% C 0.084 F 0.608 14000 F 2000 F 93% 1% 1% 1% 1% 4% 0% F 0.09 F 0.569 14000 F 2000 F 93% 1% 1% 1% 1% 4% 0% F 0.09 F 0.569 14000 F 2000 F 93% 1% 1% 1% 1% 4% 0% F 0.101 F 0.718 17000 F 2000 F 10.569 14000 F 2000					From:		Cul-d-Sac									
Chautauqua Ave   0.12   13000   F   93%   1%   1%   1%   4%   0%   C   0.084   F   0.608   14000   F   2003	8526) Chautauqua Ave	0.58	4900	F	93%	1%	1% 1%	4%	0%	F	0.104	F	0.693	5400	F	2003
Chautauqua Ave 0.12 13000 F 93% 11% 13% 14% 43% 0% C 0.084 F 0.608 14000 F 2003					To:											
Detroit St   Deteroit St   Deter	Chautauaua Aua	0.40	42000	-		40/		40/			0.004	_	0.000	14000	_	2000
Chautauqua Ave 0.14 13000 F 93% 1% 1% 1% 4% 0% F 0.09 F 0.569 14000 F 2003	8526) Criautauqua Ave	0.12	13000	Г	93%	170	170 170	4%	0%	C	0.004	Г	0.000	14000	Г	2003
Wesley St					From:		Detroit St									
Chaltauqua Ave 0.26 15000 F 93% 1 1% 1 1% 4 4% 4% 0% F 0.101 F 0.718 17000 F 2003    Bayvious Blid   Bayvious Blid   Bayvious Blid   Bayvious Blid   Bayvious Blid   Bayvious Blid	8526) Chautauqua Ave	0.14	13000	F	93%	1%	1% 1%	4%	0%	F	0.09	F	0.569	14000	F	2003
Chaltauqua Ave 0.26 15000 F 93% 13% 13% 13% 43% 43% 0% F 0.101 F 0.718 17000 F 200:    Bayrice Blud   Bayrice B				_	To-		Waslaw St		1	_						
Bayview Blwd	Chaltaugua Ave	0.26	15000	F		1%		4%	0%	F	0 101	F	0 71R	17000	F	2003
Churchland Blvd   0.13   12000   F   98%   0%   1%   0%   0%   0%   0%   F   0.093   F   0.559   13000   F   2003	8526) Oriantauqua Ave	0.20	10000	•	_	1 /0		770	<u> </u>	'	0.101		0.7 10	17000	•	2000
Churchland Blvd   0.13   12000   F   98%   0%   1%   0%   0%   0%   F   0.093   F   0.559   13000   F   2001																
Tyre Neck Rd   0.27   12000   F   98%   0%   1%   0%   0%   0%   0%   0%   0				_	<u> </u>					_		_			_	
Churchland Blvd   Churchland Blvd   C   C   C   C   C   C   C   C   C	8528) Churchland Blvd	0.13	12000	F	98%	0%	1% 0%	0%	0%	F	0.093	F	0.559	13000	F	2003
Churchland Blvd   Churchland Blvd   C   C   C   C   C   C   C   C   C					To:		Tyre Neck Rd									
Figh St US 17   Figh St US 18   Figh St US 1	Churchland Blvd	0.27	12000	F		0%	•	0%	0%	С	0.090	F	0.571	13000	F	2003
NCL Chesapeake   NCL	3328)															
Tyre Neck Rd 0.24 11000 F 99% 0% 0% 0% 0% 0% 0% 0% 0% 0 F 0.633 12000 F 2003    Find					E				-							
High St   High	Time Neels Dd	0.04	44000	_	<u> </u>	00/			00/	_	0.000	_	0.000	40000	_	2001
Tyre Neck Rd   0.18   5000   F   99%   0%   0%   0%   0%   0%   0%   0	1 yre Neck Rd	0.24	11000	r	99%	0%	0% 0%	0%	0%	F	0.098	F	0.633	12000	F	2003
Tyre Neck Rd   0.18   5000   F   99%   0%   0%   0%   0%   0%   0%   0					To:		High St		-							
Churchland Bivd   Churchland	8532) Tyre Neck Rd	0.18	5000	F		0%	0% 0%	0%	0%	С	0.097	F	0.530	5500	F	2003
Tyre Neck Rd   0.09   3300   F   99%   0%   0%   0%   0%   0%   0%   0					To:		Chumahland Dlyd									
Worfolk Rd	Turo Nook Dd	0.00	2200	-		00/			00/		0.005		0.510	2600	г	2002
Second   Factor   Second   S	1 yie Neck Ru	0.09	3300	г	_	0%		0%	0%	Г	0.095	Г	0.519	3000	Г	2003
Hatton Pt Rd   0.56   3100   F   99%   0%   0%   0%   0%   0%   0%   0					10.		W Norfolk Rd									
Frame   High St   High S					From:		Cedar Ln									
Solid   Hartford St   1.00   3200   F   95%   3%   1%   2%   0%   0%   0%   F   0.109   F   0.585   8800   F   2003	8534) Hatton Pt Rd	0.56	3100	F	99%	0%	0% 0%	0%	0%	F	0.088	F	0.589	3400	F	2003
Same					To:		Goff St									
Same					From:		High St									
Hartford St   1.00   3200   F   95%   3%   1%   2%   0%   0%   0%   C   0.11   F   0.539   3500   F   2003	8536 Western Branch Blvd	0.58	8100	F	95%	3%		0%	0%	F	0.109	F	0.585	8800	F	2003
Hartford St 1.00 3200 F 95% 3% 1% 2% 0% 0% 0% C 0.11 F 0.539 3500 F 2003    Mit Vernon Ave     Victory Blvd					т.,											
Say   Elmhurst Ln   1.41   3000   F   97%   1%   1%   0%   0%   0%   0%   F   0.084   F   0.526   3200   F   2003		4.00		_		00/		00/	-00/	_	0.44	_	0.500	0500		
Second Part	8536) Hartford St	1.00	3200	F		3%		0%	0%	C	0.11	F	0.539	3500	F	2003
Elmhurst Ln 1.41 3000 F 97% 1% 1% 0% 0% 0% 0% F 0.084 F 0.526 3200 F 2003    State					10:		Mt Vernon Ave									
Sample   S					From:		Victory Blvd									
Same   Cherokee Rd   Cheroke	8537) Elmhurst Ln	1.41	3000	F	97%	1%	1% 0%	0%	0%	F	0.084	F	0.526	3200	F	2003
Elmhurst Ln 0.18 4100 F 97% 1% 1% 0% 0% 0% F 0.096 F 0.581 4500 F 2003    State   Cherokee Rd   State   Cherokee Rd	$\bigcirc$				To		Garwood Ave									
Airline Blvd  8637 Elmhurst Ln  0.71 6600 F 97% 1% 1% 0% 0% 0% 0% C 0.098 F 0.624 7200 F 2003  8637 Elmhurst Ln  0.31 7100 F 97% 1% 1% 0% 0% 0% F 0.101 F 0.611 7700 F 2003  8637 Elmhurst Ln  0.89 3300 F 97% 1% 1% 0% 0% 0% F 0.094 F 0.581 3700 F 2003  8638 Cherokee Rd  0.67 4000 F 97% 1% 1% 0% 0% 0% F 0.088 F 0.52 4400 F 2003	Flmhurst I n	0.18	4100	F		1%		0%	0%	F	n nge	F	0 581	4500	F	2003
Elmhurst Ln 0.71 6600 F 97% 1% 1% 0% 0% 0% C 0.098 F 0.624 7200 F 2003    Cherokee Rd	8537) Ellillidist Ell	0.10	4100	•	31 /0	1 70	170 070	0 70	0 70	'	0.030	'	0.501	4500	'	2000
Cherokee Rd																
Cherokee Rd	Elmhurst Ln	0.71	6600	F	97%	1%	1% 0%	0%	0%	С	0.098	F	0.624	7200	F	2003
Elmhurst Ln 0.31 7100 F 97% 1% 1% 0% 0% 0% F 0.101 F 0.611 7700 F 2003    Solution   Portsmouth Blvd					To:		Charolea Dd									
Portsmouth Blvd   Portsmouth	Flmhuret I n	U 31	7100	E	From:	10/-		Ω°/-	∩º/-	F	0 101	F	0 611	7700		2002
Elmhurst Ln 0.89 3300 F 97% 1% 1% 0% 0% 0% F 0.094 F 0.581 3700 F 2003    Shore Dr	B537 LIIIIIUISI LII	0.31	7 100	r	31 70	1 70	1 /0 U /0	U /0	U 70	Г	0.101	Г	0.011	1100	1.	2003
Elmhurst Ln 0.89 3300 F 97% 1% 1% 0% 0% 0% F 0.094 F 0.581 3700 F 2003    Shore Dr	_				From:		Portsmouth Blvd									
Ter   Shore Dr   Hodges Ferry Rd	8537) Elmhurst Ln	0.89	3300	F		1%	1% 0%	0%	0%	F	0.094	F	0.581	3700	F	2003
Hodges Ferry Rd  8538) Cherokee Rd 0.67 <b>4000 F</b> 97% 1% 1% 0% 0% 0% F 0.088 F 0.52 4400 F 2003					To:		Shore Dr									
8538) Cherokee Rd 0.67 <b>4000 F</b> 97 1% 1% 0% 0% 0% F 0.088 F 0.52 4400 F 2003	<del></del>	-			From:								-			
	Cherokee Pd	0.67	4000	F		1%			O%	F	በ በጳጳ	F	0.52	4400	F	2003
	0000	0.07	-000	•	97 76 To:	1 /0	City Park Ave	U /0	J /0	1	0.000	'	0.02	<del>-1-1</del> 00	•	2003

Reduct
County St   0.40   5700   F   92%   1%   1%   2%   4%   0%   F   0.086   F   0.614   6300   F   92%   1%   1%   2%   4%   0%   0%   C   0.092   F   0.617   5100   F   0.639   C   0.0000   F   0.00000   F   0.00000   F   0.00000   F   0.00000   F   0.
Positionals Ave   Seaso   County St   0.31   4700   F   92%   1%   1%   2%   4%   0%   C   0.092   F   0.617   5100   F
County St   0.31   4700   F   92%   1%   1%   2%   4%   0%   C   0.092   F   0.617   5100   F   1510   F   1
County St   0.31   4700   F   92%   1%   1%   2%   4%   0%   C   0.092   F   0.617   5100   F   1.000   F   1.00
County St   0.33   4100   F   93%   0%   1%   2%   4%   0%   C   0.089   F   0.584   4500   F   2500   C   2500   C   2500   F   2500   C   2500   F   2500   C   2500   F   2
County St   0.33   4100   F   93%   0%   1%   2%   4%   0%   C   0.089   F   0.584   4500   F   Effingham St
County St   0.34   3000   F   93%   0%   1%   2%   4%   0%   F   0.106   F   0.778   3300   F
County St   0.34   3000   F   93%   0%   1%   2%   4%   0%   F   0.106   F   0.778   3300   F   0.000   F   0.00
See   County St   0.34   3000   F   93%   0%   1%   2%   4%   0%   F   0.106   F   0.778   3300   F
County St   0.16   2800   F   93%   0%   1%   2%   4%   0%   F   0.116   F   0.701   3100   F   0.338   County St   County St   0.16   2800   F   93%   0%   1%   2%   4%   0%   F   0.116   F   0.701   3100   F   0.338   County St
Season   County St   0.16   2800   F   33%   0%   1%   2%   4%   0%   F   0.116   F   0.701   3100   F   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.500   1.5
Temporary   Temp
Hodges Ferry Rd   0.28   7100   F   99%   0%   1%   0%   0%   0%   0%   F   0.092   F   0.556   7800   F
Logan St
Hodges Ferry Rd   0.26   6300   F   99%   0%   1%   0%   0%   0%   0%   F   0.092   F   0.545   6900   F
Hodges Ferry Rd   0.26   6300   F   99%   0%   1%   0%   0%   0%   0%   F   0.092   F   0.545   6900   F
Cherokec Rd
Hodges Ferry Rd
Airline Blvd   See   S
Airline Blvd
Greenwood Dr 0.57 16000 F 99% 0% 1% 0% 0% 0% F 0.088 F 0.57 17000 F 12.64
1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-264   1-26
See   Greenwood Dr   0.80   14000   F   97%   1%   1%   0%   0%   0%   0%   F   0.093   F   0.508   16000   F
Sea   Greenwood Dr   0.80   14000   F   97%   1%   1%   0%   0%   0%   0%   F   0.093   F   0.508   16000   F
Cavalier Blvd   Seemwood Dr   Common   Cavalier Blvd   Seemwood Dr   Common   Cavalier Blvd   Seemwood Dr   Common   Cavalier Blvd   Cavalie
Second   Greenwood   Dr   0.63   9400   F   97%   1%   1%   0%   0%   0%   0%   F   0.084   F   0.551   10000   F
Seenwood Dr   1.05   3900   F   97%   1%   1%   0%   0%   0%   0%   0%   0
Second Dr   1.05   3900   F   97%   1%   1%   0%   0%   0%   0%   0%   0
Second Dr   1.05   3900   F   97%   1%   1%   0%   0%   0%   0%   0%   0
Second Dr   10.36   3500   F   97%   1%   1%   0%   0%   0%   0%   0%   F   0.09   F   0.538   3900   F
Second Dr   0.36   3500   F   97%   1%   1%   0%   0%   0%   0%   F   0.09   F   0.538   3900   F
Second Fairway   Second Pairway   Seco
Second Dr   Seco
Greenwood Dr 0.50 3100 F 97% 1% 1% 0% 0% 0% 0% F 0.099 F 0.523 3300 F
To   George Washington Hwy   Shead Fairway   0.30   800   F   97%   1%   1%   0%   0%   0%   0%   0%   0
Shead Fairway   0.30   800   F   97%   1%   1%   0%   0%   0%   0%   0%   0
Snead Fairway   Snead Fairwa
To   Hodges Ferry Rd   State   Hodges Ferry Rd   Hodge
Second
City Park Ave 0.79 1900 F 98% 0% 1% 0% 1% 0% F 0.094 F 0.563 2100 F    SR 337 Portsmouth Blvd   SR 337 Portsmouth Blvd   From   SR 337 Portsmouth Blvd   From   SR 337 Portsmouth Blvd   From   Clifford St   City Park Ave   SR 337 Portsmouth Blvd   From   Clifford St   SR 337 Portsmouth Blvd   From   SR 337 Portsmouth Bl
City Park Ave 0.79 1900 F 98% 0% 1% 0% 1% 0% F 0.094 F 0.563 2100 F    SR 337 Portsmouth Blvd   SR 337 Portsmouth Blvd
SR 337 Portsmouth Blvd   Fort   SR 337 Portsmouth B
City Park Ave 0.58 1900 F 98% 0% 1% 0% 1% 0% F 0.130 F 0.536 2100 F    Clifford St
Clifford St
Clifford St   0.53   9800   G   98%   0%   1%   0%   1%   0%   0%   C   NA   11000   G
Clifford St   0.53   9800   G   98\frac{\text{98}}{\text{0}} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
To   Powhatan Ave
Powhatan Ave 0.26 <b>620 F</b> 98% 0% 1% 0% 1% 0% F 0.108 F 0.639 670 F  To King St
Powhatan Ave 0.26 <b>620 F</b> 98% 0% 1% 0% 1% 0% F 0.108 F 0.639 670 F
To: King St
From: Powhatan Ave
King St 0.79 <b>1600 F</b> 98 <u>% 0% 1% 0% 1% 0%</u> F 0.099 F 0.610 1700 F
To Rodman Ave
From: SR 337 Portsmouth Blvd
Deduce Ave 0.50 7000 F 000/ 40/ 40/ 00/ F 0.540 7700 F
Rodman Ave 0.58 <b>7000 F</b> 98% 1% 1% 0% 1% 0% F 0.094 F 0.519 7700 F
From: Rodman Ave
Rodinali Ave
Caroline Ave 0.10 <b>400 F</b> 98% 1% 1% 0% 1% 0% F 0.004 F 0.517 440 F
G3544) Caroline Ave 0.19 <b>400 F</b> 98 <u>1% 1% 0% 1% 0%</u> F 0.094 F 0.517 440 F
Caroline Ave 0.19 <b>400 F</b> 98% 1% 1% 0% 1% 0% F 0.094 F 0.517 440 F
To LIS 58 Airline Rhyd

2Axle 3+Axle 1Trail 2Trail Factor Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Factor   Fac	10000 3000	QW F	Year 2003
US 58 Airline Blvd		F	2003
Rodman Ave 0.61 <b>9300 F</b> 0.096 F 0.549		F	2003
Ta High St From: McLean St			
From: McLean St	3000		
	3000		
(8546) Elliott Ave 1.60 <b>2700 F</b> 0.107 F 0.532		F	2003
Te: Frederick Blvd US 17			
From: N CL Chesapeake			
8547) Deep Creek Blvd 0.28 <b>5700 F</b> 97% 1% 2% 0% 0% 0% F 0.109 F 0.608	6200	F	2003
To. From: Victory Blvd			
8547) Deep Creek Blvd 0.84 <b>5900 F</b> 97% 1% 2% 0% 0% 0% F 0.095 F 0.59	6400	F	2003
Tes Granwood Dr			
8547) Deep Creek Blvd 0.27 <b>7600 F</b> 97% 1% 2% 0% 0% 0% F 0.092 F 0.563	8400	F	2003
To Weight Avo			
Deep Creek Blvd 0.46 <b>7600 F</b> 97% 1% 2% 0% 0% 0% C 0.091 F 0.604	8400	F	2003
Portsmouth Blvd			
8547) Deep Creek Blvd 0.16 <b>7800 F</b> 97% 1% 2% 0% 0% 0% F 0.079 F 0.56	8500	F	2003
	0000	•	
Frederick Blvd 0.78 <b>5800 F</b> 97% 1% 2% 0% 0% 0% F 0.084 F 0.545	6400	F	2003
Deep Creek Blvd 0.78 <b>5800 F</b> 97% 1% 2% 0% 0% 0% F 0.084 F 0.545	0400	'	2000
From: Mt Vernon Ave			
Wesley St 0.21 <b>760 F</b> 89% 1% 2% 3% 4% 0% F 0.129 F 0.569	830	F	2003
		•	
Chautauqua Ave	14000	G	2003
Wesley St 0.22 <b>13000 G</b> 89% 1% 2% 3% 4% 0% C NA	14000	J	2000
From: High St			
Mt Vernon Ave 0.14 <b>5000 F</b> 98% 1% 1% 0% 0% 0% F 0.083 F 0.537	5400	F	2003
	0.00	•	
London Blvd	15000	F	2003
Mt Vernon Ave 1.21 <b>14000 F</b> 98% 1% 1% 0% 0% 0% C 0.069 F 0.522	13000	Į.	2000
From: Mt Vernon Ave			
(8550) Cleveland St 0.21 <b>810 F</b> 93% 1% 1% 1% 4% 0% F 0.110 F 0.688	880	F	2003
Chautauqua Ave   Chautauqua Ave     Chautauqua Ave     Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave   Chautauqua Ave	13000	F	2003
To: ML King Frwy	10000	•	
From: Effingham St			
(8552) London St 0.49 <b>7000 F</b> 93% 1% 1% 1% 4% 0% F 0.089 F 0.610	7600	F	2003
To: Crawford St			
From: County St			
(8553) Peninsula Ave 0.59 <b>2600 F</b> 93 <u>% 1% 1% 1% 4% 0%</u> F 0.104 F 0.651	2900	F	2003
To: Leckie ST			
From: County St			
(8554) Constitution Ave 0.66 <b>2900 F</b> 98 <u>% 1% 1% 0% 0% 0%</u> F 0.086 F 0.55	3100	F	2003
To: Leckie St From: Guthrie St			
8554) Leckie St 0.80 <b>780 F</b> 98% 1% 1% 0% 0% 0% F 0.096 F 0.584	860	F	2003
To: Fort La		•	
From: Leckie St			
8554) Fort La 0.07 <b>1600 F</b> 98% 1% 1% 0% 0% 0% F 0.215 F 0.892	1700	F	2003
To: Crawford Pkwy From: Fort Lane			
From Fort Lane Fort Lane  8554) Crawford Pkwy 0.06 <b>2700 F</b> 98% 1% 1% 0% 0% 0% F 0.107 F 0.506	2900	F	2003
	_550	•	_500
Effingham St	4600	F	2003
	4000	I.	2003
Constant Plans 0.35 2000 F 0000 400 400 000 000 F 0.000 F 0.070	4000		
8554 Crawford Pkwy 0.35 <b>3600 F</b> 98% 1% 1% 0% 0% 0% F 0.096 F 0.679	4000	F	2003
Te: London Blvd			

						City of Portsr	nouth								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck de 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				F											
Oracidand Ct	0.40	7500	_	From:	40/	London Bly		00/	_	0.000	_	0.050	0000	_	2002
(8554) Crawford St	0.10	7500	F	98%	1%	1% 0%	0%	0%	F	0.089	F	0.658	8200	F	2003
				To: From:		High St									
8554) Crawford St	0.11	7800	F	98%	1%	1% 0%	0%	0%	F	0.086	F	0.673	8600	F	2003
				To		County S	+								
8554 Crawford St	0.24	7700	F	From: 98%	1%	1% 0%		0%	С	0.09	F	0.653	8400	F	2003
Crawford St	0.24	7700	•	To:	170	Wythe St		070	Ü	0.00	•	0.000	0-100	•	2000
				_			•								
O W 1: 1 0:	0.55	4000	_	From:	40/	South St	00/	00/	_	0.400	_	0.504	4400	_	0000
8555 Washington St	0.57	1000	F	98% To:	1%	1% 0%		0%	F	0.102	F	0.581	1100	F	2003
				10.		Crawford Pk	wy								
				From:		London Bly									
8557) Effingham St	0.09	16000	F	99%	0%	0% 0%	0%	0%	F	0.101	F	0.81	17000	F	2003
				To:		North St									
8557) Effingham St	0.20	15000	F	99%	0%	0% 0%	0%	0%	С	0.078	F	0.674	16000	F	2003
0001) =9				. —											
Carlo and Carlo	0.00	44000		From:	00/	Crawford Pk	_			0.007		0.044	40000		0000
Effingham St	0.09	14000	F	99%	0%	0% 0%		0%	F	0.087	F	0.814	16000	F	2003
				To:		Ent. OSN. Ho	spital								
				From:		Portsmouth I									
8558) Elm Ave	0.76	8000	F	98%	1%	1% 0%	0%	0%	С	0.097	F	0.526	8800	F	2003
				To:		I-264									
8558) Elm Ave	0.03	8500	F	From: 98%	1%	1% 0%	0%	0%	F	0.103	F	0.562	9300	F	2003
00000 EIIII7100	0.00	0000	•	0070	170		070	070	•	0.100	•	0.002	0000	•	2000
<u> </u>				From:		South St									
8558 Elm Ave	0.19	9400	F	98%	1%	1% 0%	0%	0%	F	0.108	F	0.596	10000	F	2003
<u> </u>				From:		County S	t	1							
8558) Elm Ave	0.10	8800	F	98%	1%	1% 0%		0%	F	0.103	F	0.594	9700	F	2003
				To											
Class Assa	0.11	CO00	-	From:	40/	High St	00/	00/		0.400		0.007	0700	_	2002
8558 Elm Ave	0.11	6200	F	98%	1%	1% 0%	0%	0%	F	0.109	F	0.667	6700	F	2003
_				To: From:		London Bl	vd								
8558) Elm Ave	0.38	4000	F	98%	1%	1% 0%	0%	0%	F	0.101	F	0.692	4400	F	2003
				To:		Leckie St									
				From:		Portsmouth F	Blvd								
8559 Des Moines Ave	0.60	1600	F	98%	1%	0% 0%		0%	F	0.09	F	0.509	1700	F	2003
0339) = 55															
<u> </u>				From:		Deep Creek I									
8559 Des Moines Ave	0.06	7700	F	98%	1%	0% 0%	0%	0%	С	0.087	F	0.520	8400	F	2003
				To: From:		I-264		1							
8559 Des Moines Ave	0.05	7300	F	98%	1%	0% 0%	0%	0%	F	0.08	F	0.602	8000	F	2003
5559				To:		South St									
				From:		NCL Chesap		1							
8599) Cavalier Blvd	0.82	10000	F	97%	1%	1% 1%		0%	С	0.095	F	0.61	11000	F	2003
(8599) Cavalier Blvd	0.02	10000	•	J1 /0	1 /0			U /0	O	0.030		0.01	11000	1	2003
				From:		Greenwood									
8599) Cavalier Blvd	0.69	3600	F	97 <u>%</u>	1%	1% 1%		0%	F	0.094	F	0.840	3900	F	2003
				To:		Victory Blv	vd								
				From:		NCL Chesap	eake								
8601) Gust La	0.70	5400	F	97%	1%	1% 1%		0%	F	0.091	F	0.518	5900	F	2003
				To:		Victory Blv	vd	1							
				From:	Ga	orge Washington l					•			_	
8606) Afton Pkwy	0.28	3100	F	97%	1%	1% 1%		0%	F	0.091	F	0.577	3400	F	2003
8000 AIGHT KWY	0.20	3100	•	97 70 To:	1 /0	Prospect Pkwy		0 /0		0.031		0.511	J <del>-1</del> 00	1	2003
				From:		124-3; Gap Prospe									
8606) Afton Pkwy	0.51	1600	F	97%	1%	1% 1%		0%	F	0.111	F	0.699	1700	F	2003
0000) /	0.01	. 555	•	To:	. 70	Victory Blvd			•	Q.,,,,	•	2.000		•	_555
0000100001011	0 0 <del>-</del>	0000	_	From:	407	West Norfoll		401	_	0.400	_	0.044	0000	_	0000
8755 Coast Guard Blvd	0.97	2600	F	89%	1%	2% 2%		1%	F	0.133	F	0.944	2800	F	2003
				To-		Main Gate	2								

						City of Portsmo	ulli								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
<u> </u>			_	From:		Greenwood Dr			_		_			_	
(8756) Garwood Ave	0.17	3500	F	89%	1%	2% 2%	6%	1%	С	0.098	F	0.5	3900	F	2003
				To-		Elmhurst La									
_				From:		US 17 Frederick E									
8758) High Street	0.12	17000	F	98 <u>%</u>	0%	1% 1%	0%	0%	F	0.087	F	0.636	19000	F	2003
<u> </u>				To:		US 58 Airline Bl	vd								
O Himb Ot	0.00	40000	_	From:	00/	Airline Blvd	00/	00/	_	0.000	_	0.500	40000	_	2002
8758 High St	0.22	16000	F	98%	0%	1% 1%	0%	0%	F	0.082	F	0.566	18000	F	2003
0				From:		Mt Vernon Ave	)								
₈₇₅₈ ) High St	0.47	18000	F	98%	0%	1% 1%	0%	0%	F	0.081	F	0.583	20000	F	2003
<u> </u>				To:		ML King Frwy	,	-							
8758) High St	0.79	16000	F	98%	0%	1% 1%	0%	0%	С	0.080	F	0.624	18000	F	2003
0730) 3															
O Liink Ot	0.00	44000	-	From:	00/	Elm Ave	00/			0.077		0.550	40000	_	2002
High St	0.32	11000	F	98%	0%	1% 1%	0%	0%	F	0.077	F	0.552	12000	F	2003
<u> </u>				From:		Effingham St									
₈₇₅₈ ) High St	0.51	6600	F	98%	0%	1% 1%	0%	0%	F	0.086	F	0.571	7200	F	2003
				To:		Crawford St									
				From:		Greenwood Dr									
8759) McLean St	0.92	4400	F	98%	0%	1% 1%	0%	0%	F	0.1	F	0.611	4800	F	2003
				To		Airline Blvd									
				From:		Deep Creek Blv	d	1							
8760) Lincoln St	0.83	2400	F	98%	0%	1% 0%	0%	0%	F	0.094	F	0.616	2600	F	2003
5760) =	0.00		•	- I					•	0.00	•	0.0.0		-	_000
<u> </u>				From:		Effingham St									
3760) Lincoln St	0.66	1700	F	98%	0%	1% 0%	0%	0%	F	0.172	F	0.887	1900	F	2003
				To-		First St									
_				From:		Portsmouth Blv	d								
Port Centre Pkwy	0.67	8500	F	98%	0%	1% 0%	0%	0%	С	0.106	F	0.875	9300	F	2003
				To:		Crawford St Near I	264								
R761) Court St	0.21	7400	F	96%	1%	3% 0%	0%	0%	F	0.087	F	0.505	8100	F	2003
8761) Godit Gt	0.21	1-100	•	0070	170	070 070	070	070	•	0.007	•	0.000	0100	•	2000
$\overline{}$				To: From:		County St		-							
8761) Court St	0.11	6000	F	96%	1%	3% 0%	0%	0%	С	0.088	F	0.535	6600	F	2003
<u> </u>				To: From:		High St									
8761) Court St	0.11	3800	F	96%	1%	3% 0%	0%	0%	F	0.093	F	0.594	4200	F	2003
				To:				1							
Carried C4	0.00	4400	-	From:	40/	London St	00/			0.400		0.740	4000	_	2002
8761) Court St	0.23	1100	F	96% To:	1%	3% 0%	0%	0%	F	0.133	F	0.746	1200	F	2003
						Crawford Pkwy	7	ļ							
				From:		Columbus Avenu									
8762) South St	0.10	2900	F	97 <u>%</u>	2%	1% 0%	0%	0%	F	0.097	F	0.902	3200	F	2003
				To:		Swanson Parkwa									
O 0 11 01			_	From:	201	Swanson Pkwy		201	_		_			_	
8762) South St	0.09	3200	F	97%	2%	1% 0%	0%	0%	F	0.094	F	0.858	3500	F	2003
				To: From:		Des Moines Av	e	]-							
8762) South St	0.38	6900	F	97%	2%	1% 0%	0%	0%	С	0.085	F	0.603	7500	F	2003
				To:		Elm Ave									
8762) South St	0.34	1700	F	From: 97%	2%	Elm Ave 1% 0%	0%	0%	F	0.089	F	0.53	1900	F	2003
South St	0.54	1700	r	97 76 To:	∠ /0	Effingham St	U /0	0 /0	ı	0.009	1	0.00	1800	ı	2003
A 1 1 5			_	From-		Clover Hill Dr				0.45:	_	c =-		_	
Amherst Dr		90	F							0.121	F	0.76	100	F	2003
				To:		Ferguson Dr		J							
				From:		Williamsburg Av	ve	]							
Bain St		110	F	<del></del>						0.137	F		120	F	2003
				To:		Peninsula Ave									
				From:		Fulton Ave		i							
Baldwin Ave.		200	F	<u> </u>		r unton Ave				0.09	F		220	F	2003
DaidWill AVG.		200		To:		Deep Creek Blv	d	<del></del> 1		0.08			220	'	2003
						Deep Creek BIV	u								

				City of Portsmouth							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Portsmouth			From:	H d Dl							
Brookmere La.	180	F	110111.	Heather Rd		0.140	F		200	F	2003
Brookinoro La.		•	To	Summerset Dr		0.110	•		200	·	
			From:	Chumley Rd							
Brunswick Rd	560	F				0.109	F		620	F	2003
			To:	Tatem Dr							
			From:	Glasgow St							
Cambridge Avenue	140	F	To:	North St		0.127	F	0.659	150	F	200
			From:								
Canterbury Dr	380	F	110	Midfield Pkwy		0.121	F	0.733	410	F	200
Cartorbary Br	333		To:	Templar Dr		0.121	•	0.700	110	•	
			From:	Manor Ave							
Cardinal La	460	F				0.093	F		500	F	200
			To:	Thornwood St							
			From:	Hatton Pt Rd							
Courtney Rd	160	F				0.145	F	0.5	170	F	200
			To:	Dead End							
Cypress Rd	600	F	From:	Bob White St		0.107	F		660	F	200
Cypress Ru	600	Г	To:	Cypress Cir		0.107	Г		000	Г	200
			From:	Columbus Ave							
Dale Dr	1400	F		Columbus Ave		0.089	F		1600	F	200
			To:	Nashville Ave							
			From:	Horne Ave							
Darren Dr	2300	F				0.087	F		2600	F	200
			To:	Greenwood Dr							
			From:	Bardot Ln						_	
Darren Drive	1300	F	To:	Cavalier Blvd		0.092	F	0.612	1300	F	200
			From:	-							
Dominion Rd	120	F	110	Shamrock Dr		0.164	F		130	F	200
Bonnion			To:	Fairway Dr		0.101	•		100	•	
			From:	Richmond Ave							
Duke St.	1000	F	-			0.082	F		1100	F	200
			To:	Parker Ave							
			From:	Merrifield Blvd							
Forrest Hills Dr	220	F	Total			0.157	F		240	F	200
			To:	Burrland Rd							
Frailey PI	720	F	From:	Gills Rd		0.149	F		790	F	200
i rancy i i	120	•	To:	Fiske St		J. 1 <del>-1</del> ∂	'		7 30	•	200
			From:	George Washington Hwy							
Gillis Road	670	F	99%	0% 0% 0% 0% 0%	С	0.093	F	0.664	670	F	200
			To:	Aylwin Rd							
			From:	Potomac Ave							
Glasgow St	1200	F	_ —			0.091	F		1300	F	200
			To:	Vermont Ave							
Croopland Divid	4500	_	From:	Bolling Rd		0.000	_		1600	_	200
Greenland Blvd	1500	F	To:	Portsmouth Blvd		0.099	F		1600	F	200
			From:								
Halifax Ave	850	F	<u> </u>	Columbia St		0.111	F		930	F	200
			To:	County St							
			From:	Twin Pines Rd							
Hawthorne La.	220	F	-			0.124	F		240	F	200
			To:	Heather Rd							

					City of F	ortsmo	uth								
Route	Length AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Portsmouth			From:		v:	rby St		1							
Independence St.	240	F	<u> </u>		KI	iby St				0.114	F		260	F	2003
<u> </u>			To-		Appon	nattox Ave	,								
			From:		Elı	n Ave									
Jefferson St	1800	F								0.101	F		2000	F	2003
			To:			arl St									
Jefferson Street	1200	F	From: 99%	0%	Gree	n Street 0%	0%	0%	С	0.097	F	0.507	1200	F	2003
Jenerson Street	1200	Г	99 70 To:	0%		Street	070	0%	C	0.097	г	0.507	1200	Г	200
			From:			own Ave									
King St.	130	F						4		0.122	F	0.73	140	F	200
			To:		Willian	nsburg Av	e								
			From:		Ra	ace St									
Lancaster Ave	90	F	To:		C	ffin St				0.177	F		90	F	200
			From:												
Magnolia St	420	F			Ast	or Ave				0.112	F		460	F	200
			To:		Kill	ian Ave				****					
			From:		Flor	ence Rd									
Mayflower Rd	420	F								0.166	F		460	F	200
			To:		Hodge	s Ferry Rd									
Magaza Ota		_	From:		Lu	gar Ct				0.000	_		000	_	000
McClean Sts	570	F	To:		Vic	kers Ct				0.096	F		630	F	200
			From:			oad St		1							
Meander Rd	580	F	<u> </u>		Di	oau si				0.103	F		640	F	200
			To-		Jam	aica Rd									
			From:		Wy	cliff Rd									
Morro Blvd	350	F								0.112	F		380	F	200
			10:			on Rd									
Nicholson St	600	F	From:		Afte	n Pkwy				0.115	F		660	F	200
Nicholson St	000	•	To:		Ha	rris Rd				0.113	'		000	'	200
			From:			l Fairway									
Nottingham Rd	240	F	<u> </u>							0.102	F		260	F	200
			To:		York	shire Rd									
			From:		Mars	hall Ave									
Oak St	1300	F	To:		****					0.077	F		1400	F	200
			From:			cox Ave									
Old Farm Rd	250	F	r toni.		Ken	ny Lane				0.117	F		270	F	200
Old Fallifica	200		To:		Red	barn Rd				0.117	·		2.0	•	200
			From:		Jacl	kson St									
Progress Ave	30	F								0.214	F		30	F	200
			To:		Mo	nroe St									
		_	From:		Hedg	gerow La					_			_	
River Shore Rd	2300	F	To:		Pivo	rmill Cir				0.096	F	0.603	2600	F	200
			From:			White St		<u>_</u>							
Robin Rd.	200	F	<u> </u>		DUD	vv mie St				0.137	F		210	F	200
			To:		Portsm	outh Blvd									
			From:		Beec	hdale Rd				· <u></u>					
Smithfield Rd	520	F								0.113	F		570	F	200
			To:			Creek Blvo	l								
01		_	From:		Pal	mer St				0.405	_		000		000
Staunton Ave	240	F	To:		Inff-	reon C+				0.125	F		260	F	200
			To:		Jeffe	rson St .									

						City Oi	Portsini	Julii								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Portsmouth				From:		Eisenl	hower Cir	cle	Ī							
Stratford St		2100	F	<u> </u>		Liberia		-			0.086	F		2300	F	2003
				To		Trui	man Circle	)								
Sugar Creek Cir	340			From:		Aug	gustine Cir									
		F								0.122	F		380	F	2003	
				To:		Ga	teway Dr									
Tazewell St	93			From:		Gree	enwood D	r		0.1				1000	F	2003
		930	F								0.109	F				
				10:		Fre	edom Ave	:								
Verne Ave	30		_	From:		Bri	idges Ave				0.400	F	0.583	40	F	2003
		30	F	To:		Co	arner Ave		1	1	0.162					
				From:												
Weyanoke Dr.	160	160	F	From:		Men	rifield Blv	d			0.11	F		170	F	2003
		100		To:		Bu	rrland Rd			0.1	0.11					
Whaley Rd Willett Dr	46			From:			er Edge D	,								
		46	F	J		KIV	er Euge D				0.234	F		50	F	2003
				To:		Е	dwin Rd									
				From:		V	Vest Rd		I							
		5700	F	<u> </u>							0.104	F		6300	F	2003
				To:	Sycamore Rd											
Winchester Drive	1900			From:	Caroline Ave											
		F	98%	0%	1%	0%	0%	0%	C 0.	0.099	F	0.572	1900	F	2003	
				To:		Au	gusta Ave									
Woodrow Street	620	F	From:		Mount Vernon Ave											
			_							0.143	F	0.724	620	F	2003	
				To:		E	Broad St									
Wright Rd.	410			From:	Capelle Rd						_		450	_	2222	
		410	F	To:		**	c II D '				0.125	F		450	F	2003
				10.		No	orfolk Rd									